

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBM10

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE # 061-15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 / 15 / 00

CONTACT: Kevin L. Sigward, P.E. PHONE # (513)352-5272 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX: (513)352-5397 E-MAIL kevin.sigward@rcc.org

PROJECT NAME: Lehman Road Landslide Correction and Roadway Improvements

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County  
☒ 2. City  
☐ 3. Township  
☐ 4. Village  
☐ 5. Water/Sanitary District  
(Section 6119 or 6117 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,190,000  
☐ 2. Loan \$ \_\_\_\_\_  
☐ 3. Loan Assistance \$ \_\_\_\_\_

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road  
☐ 2. Bridge/Culvert  
☐ 3. Water Supply  
☐ 4. Wastewater  
☐ 5. Solid Waste  
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,700,000 FUNDING REQUESTED: \$ 1,190,000

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ \_\_\_\_\_ LOAN ASSISTANCE: \$ \_\_\_\_\_

SCIP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

RLP LOAN: \$ \_\_\_\_\_ RATE: \_\_\_\_\_ % TERM: \_\_\_\_\_ yrs.

(Check Only 1)

- ☐ State Capital Improvement Program ☐ Small Government Program  
☐ Local Transportation Improvements Program

## FOR OPWC USE ONLY

PROJECT NUMBER: C \_\_\_\_\_ / C \_\_\_\_\_

Local Participation \_\_\_\_\_ %

OPWC Participation \_\_\_\_\_ %

Project Release Date: \_\_\_\_\_

OPWC Approval: \_\_\_\_\_

APPROVED FUNDING: \$ \_\_\_\_\_

Loan Interest Rate: \_\_\_\_\_

Loan Term: \_\_\_\_\_

Maturity Date: \_\_\_\_\_

Date Approved: \_\_\_\_\_

SCIP Loan \_\_\_\_\_ RLP Loan \_\_\_\_\_

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER  
2000 SEP 15 PM 3:31

## 1.0 PROJECT FINANCIAL INFORMATION

### 1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)

Force Account  
Dollars

#### TOTAL DOLLARS

a.)	Basic Engineering Services:	\$ <u>                    .00</u>	<u>                    </u>
	Preliminary Design \$ <u>                    </u>		
	Final Design \$ <u>                    </u>		
	Bidding \$ <u>                    </u>		
	Construction Phase \$ <u>                    </u>		
	Additional Engineering Services	\$ <u>                    .00</u>	<u>                    </u>
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right of Way	\$ <u>                    .00</u>	<u>                    </u>
c.)	Construction Costs:	\$ <u>  1,555,550.00</u>	<u>                    </u>
d.)	Equipment Purchased Directly:	\$ <u>                    .00</u>	
e.)	Permits, Advertising, Legal:	\$ <u>                    .00</u>	
	(Or Interest Costs for Loan Assistance Applications Only)		
f.)	Construction Contingencies:	\$ <u>  144,450.00</u>	
g.)	TOTAL ESTIMATED COSTS:	\$ <u>  1,700,000.00</u>	

\*List Additional Engineering Services here:  
Service:

Cost:

## 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>510,000.00</u>	<u>30%</u>
c.) Other Public Revenues		
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>                    </u>	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>510,000.00</u>	<u>30%</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,190,000.00</u>	<u>70%</u>
2. Loan	\$ <u>          .00</u>	<u>          </u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
SUBTOTAL OPWC FUNDS:	\$ <u>1,190,000.00</u>	<u>70%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,700,000.00</u>	<u>100%</u>

## 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID#                                      Sale Date:                     

STATUS: (Check one)

Traditional                     

Local Planning Agency (LPA)                     

State Infrastructure Bank

## 2.0 PROJECT INFORMATION

If the project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: Lehman Road Landslide Correction and Roadway Improvements

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C): A: SPECIFIC LOCATION:

Lehman Road from Summit View Apartments to State Avenue

PROJECT ZIP CODE: 45204

### B: PROJECT COMPONENTS:

This project involves construction of reinforced concrete drilled shafts, storm sewers with inlets, new street pavement with curbs on both sides, new sidewalk on one side, and new guardrail along the downhill side of the slope.

### C: PHYSICAL DIMENSIONS:

Existing roadway width varies from 16 feet to 24 feet.

Proposed roadway width will be 24 feet from curb to curb.

Total length of project will be approximately 2,000 feet.

### D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT: 2,331 Year: 2000 Projected ADT: \_\_\_\_\_ Year: \_\_\_\_\_

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ \_\_\_\_\_ Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: \_\_\_\_\_

### 2.3 USEFUL LIFE/COST ESTIMATE: Project Useful Life: 50 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 1,700,000

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ \_\_\_\_\_

### 4.0 PROJECT SCHEDULE:\*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>6 / 1 / 96</u>	<u>6 / 1 / 01</u>
4.2 Bid Advertisement and Award:	<u>7/ 1/ 01</u>	<u>9/ 1 /01</u>
4.3 Construction:	<u>10/ 1/ 01</u>	<u>12/ 31 /02</u>
4.4 Right-of-Way/Land Acquisition:	<u>1/ 1 / 97</u>	<u>6/ 30 /01</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 PROJECT OFFICIALS:

5.1 CHIEF EXECUTIVE OFFICER John F. Shirey  
TITLE City Manager  
STREET Room 152, City Hall  
801 Plum Street  
CITY/ZIP Cincinnati, Ohio 45202  
PHONE ( 513 ) 352 - 3241  
FAX ( ) \_\_\_\_\_ - \_\_\_\_\_  
E-MAIL \_\_\_\_\_

5.2 CHIEF FINANCIAL OFFICER Timothy H. Riordan  
TITLE Finance Director  
STREET Room 250, City Hall  
801 Plum Street  
CITY/ZIP Cincinnati, Ohio 45202  
PHONE ( 513 ) 352 - 3731  
FAX ( ) \_\_\_\_\_ - \_\_\_\_\_  
E-MAIL \_\_\_\_\_

5.3 PROJECT MANAGER Tim Jamison  
TITLE Principal Construction Engineer  
STREET Room 415, City Hall  
801 Plum Street  
CITY/ZIP Cincinnati, Ohio 45202  
PHONE ( 513 ) 352 - 5296  
FAX ( 513 ) 352 - 1581  
E-MAIL \_\_\_\_\_

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [    ] below that each item listed is attached.

- [    ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ X ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.
- [ X ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [    ] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [    ] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [    ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ X ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

**Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement for this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.**

John E. Shirey, City Manager

Certifying Representative (Type or Print Name and Title)



Original Signature/Date Signed

1 9/15/00

# City of Cincinnati



Department of Transportation and Engineering  
Division of Engineering

Room 405, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202

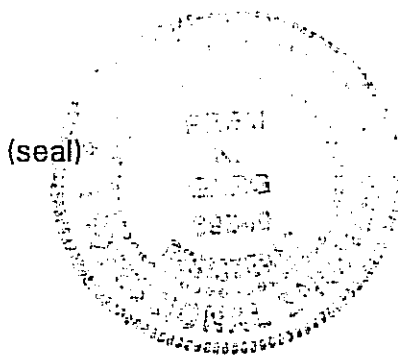
John F. Deatricks, P.E., AICP  
*Director*

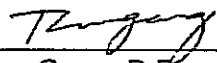
Prem Garg, P.E.  
*City Engineer*

September 15, 2000

Subject: Lehman Road Landslide Correction  
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject landslide correction project is at least fifty (50) years.



  
Prem Garg, P.E.  
City Engineer  
City of Cincinnati

The contractor shall furnish all materials and labor, and perform all work necessary to complete the landslide correction work on Lehman Road as shown on the plans and as described in the special provisions, and as directed by the Engineer.

QUANTITIES

It is understood that the quantities are approximate only and in no way shall govern the amount required during the contract period. The estimated quantities indicated will be used solely for the purpose of making a tabulation of the bids.

Where LUMP SUM is indicated, insert the complete price for LABOR and for MATERIALS for performing all work under the item. Where UNITS are shown, insert the price PER UNIT for LABOR and for MATERIALS.

The contractor shall calculate an unofficial total project cost and insert it where indicated below. To arrive at the unofficial total, the contractor shall multiply the unit costs by the estimated quantity for each item, then sum the totals for each item to arrive at the unofficial total. The only price that will be read at the bid opening will be the unofficial total; however, the official bid will be computed by the city based upon the unit prices submitted by the contractor.

REF. NO.	SPEC. NO.	ITEMS	STIMATED QUANTITIES	LABOR ONLY	MATERIAL ONLY	EXTENDED TOTAL
1	103	Contract and Performance Bond	1 LUMP SUM	\$15,000.00	\$0.00	\$15,000.00
2	201	Clearing and Grubbing	1 LUMP SUM	\$20,000.00	\$0.00	\$20,000.00
3	201	Trees Removed (15-In. Diameter Size)	30 EACH	\$450.00	\$0.00	\$13,500.00
4	202	Structures Removed	1 LUMP SUM	\$5,000.00	\$0.00	\$5,000.00
5	202	Wearing Course Removed	1000 SQ. YD.	\$10.00	\$0.00	\$10,000.00
6	202	Walk and Drive Removed	4500 SQ. FT.	\$2.00	\$0.00	\$9,000.00
7	202	Curb Removed	100 LIN. FT.	\$5.00	\$0.00	\$500.00
8	202	Pavement Removed	3500 SQ.YD.	\$12.00	\$0.00	\$42,000.00
9	203	Excavation	300 CU. YD.	\$20.00	\$20.00	\$12,000.00
10	203	Embankment	4000 CU. YD.	\$5.00	\$5.00	\$40,000.00
11	301	Bituminous Aggregate Base	1500 CU. YD.	\$20.00	\$80.00	\$150,000.00
12	304	Aggregate Base	500 CU. YD.	\$10.00	\$20.00	\$15,000.00
13	404	Asphalt Concrete	500 CU. YD.	\$20.00	\$80.00	\$50,000.00
14	503	Unclassified Excavation	100 CU. YD.	\$40.00	\$0.00	\$4,000.00

[continued on next sheet]

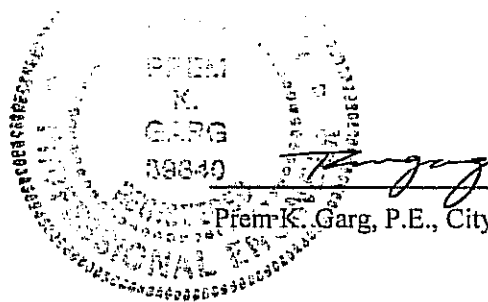
15	511	Class C Concrete, Wall	75 CU. YD.	\$250.00	\$350.00	\$45,000.00
16	511	Class C Concrete, Structural Walk	40 CU. YD.	\$300.00	\$150.00	\$18,000.00
17	511	Class C Concrete, Precast Wall Panels	12800 SQ. FT.	\$5.00	\$5.00	\$128,000.00
18	517	Railing, Conc. Parapet w/ Dbl. Pipe Rail	400 LIN. FT.	\$30.00	\$30.00	\$24,000.00
19	518	Porous Backfill with Filter Fabric	1000 CU. YD.	\$25.00	\$25.00	\$50,000.00
20	518	6" Perforated SDR 35 Plastic Pipe	1600 LIN. FT.	\$5.00	\$5.00	\$16,000.00
21	518	6" Non-Perforated SDR 35 Plastic Pipe	200 LIN. FT.	\$5.00	\$5.00	\$2,000.00
22	524	Drilled Shafts, 30" Dia., Above Bedrock	2500 LIN. FT.	\$30.00	\$45.00	\$187,500.00
23	524	Drilled Shafts, 30" Dia., Into Bedrock	2600 LIN. FT.	\$30.00	\$45.00	\$195,000.00
24	601	Concrete Ditch	1000 LIN. FT.	\$25.00	\$10.00	\$35,000.00
25	603	12" Conduit, Type C	200 LIN. FT.	\$30.00	\$40.00	\$14,000.00
26	603	18" Conduit	2000 LIN. FT.	\$40.00	\$50.00	\$180,000.00
27	604	Double Gutter Inlet	8 EACH	\$1,000.00	\$1,000.00	\$16,000.00
28	604	Manhole	10 EACH	\$1,000.00	\$1,000.00	\$20,000.00
29	604	Manhole Adjusted to Grade	20 EACH	\$300.00	\$0.00	\$6,000.00
30	604	Ditch Inlet	4 EACH	\$500.00	\$1,000.00	\$6,000.00
31	606	Guardrail, Type 5	1500 LIN. FT.	\$15.00	\$10.00	\$37,500.00
32	608	Curb Ramp	6 EACH	\$150.00	\$150.00	\$1,800.00
33	608	Concrete Walk	2000 SQ. FT.	\$5.00	\$1.00	\$12,000.00
34	609	Curb, Type S-1	4000 LIN. FT.	\$15.00	\$8.00	\$92,000.00
35	614	Maintaining Traffic	1 LUMP SUM	\$0.00	\$10,000.00	\$10,000.00
36	619	Field Office, Type A	1 LUMP SUM	\$0.00	\$6,000.00	\$6,000.00
37	622	Concrete Barrier	500 LIN. FT.	\$40.00	\$10.00	\$25,000.00
38	627	7" Concrete Driveway	4000 SQ. FT.	\$5.00	\$2.00	\$28,000.00
39	659	Seeding and Mulching	2200 SQ. YD.	\$1.00	\$1.00	\$4,400.00
40	660	Sodding	1500 SQ. YD.	\$2.50	\$4.00	\$9,750.00
41	SPL.	Project Signs	2 EACH	\$0.00	\$300.00	\$600.00

**TOTAL CONSTRUCTION COST**

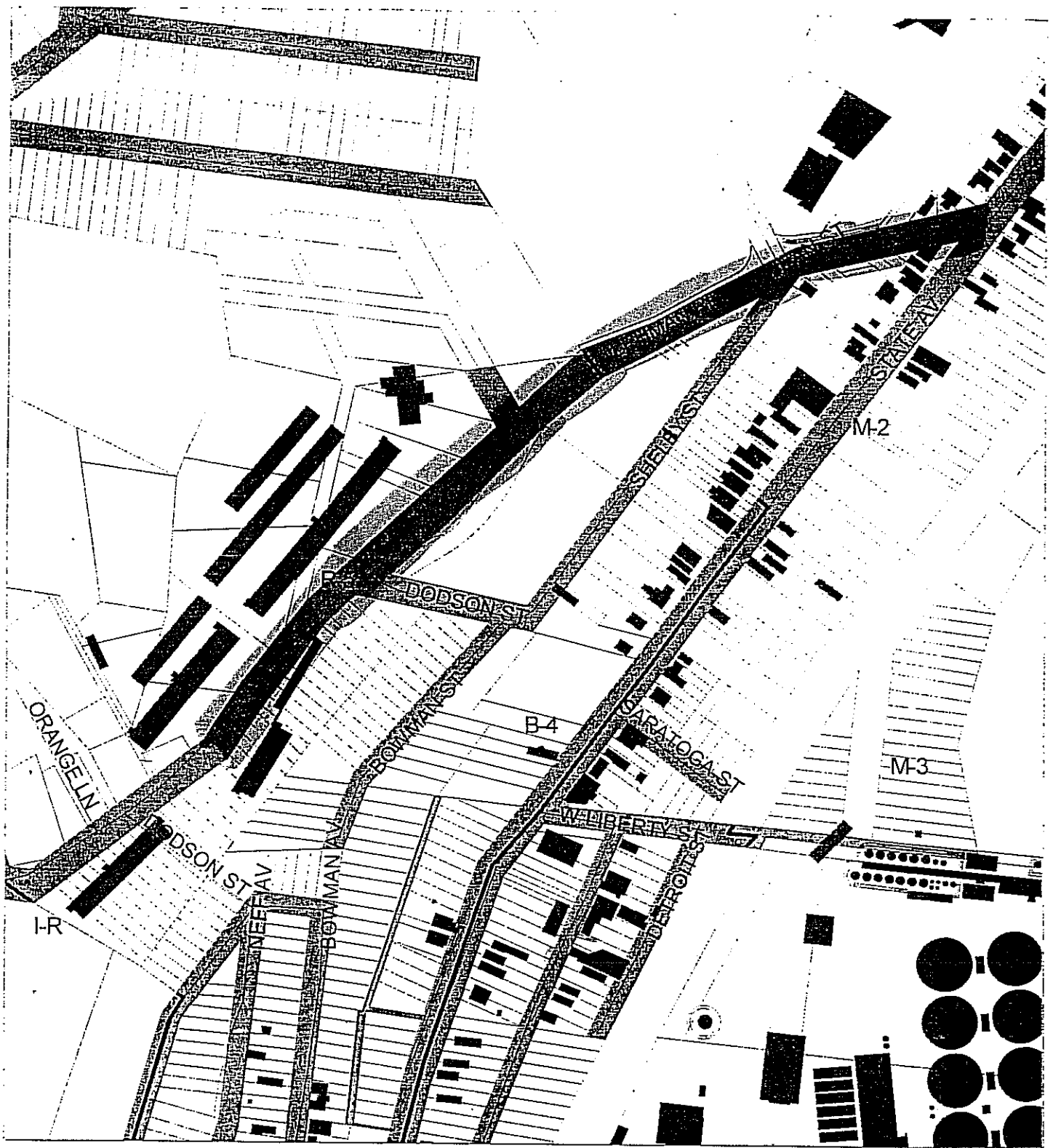
**9.3 % CONTINGENCY COSTS**

**TOTAL PROJECT FUNDING**

\$1,555,550.00
\$144,450.00
\$1,700,000.00

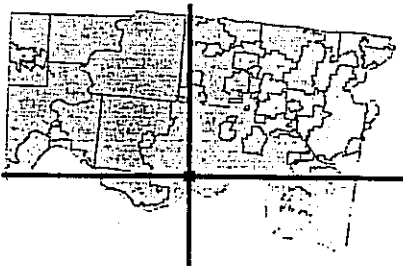


Prem K. Garg, P.E., City Engineer



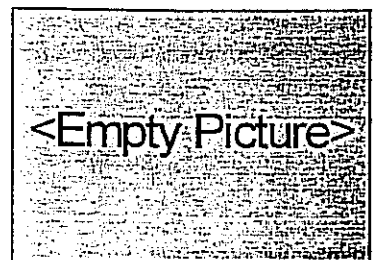
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DATE: 9/13/99 10:42:12



## PROJECT LIMITS

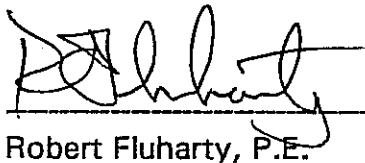
This map was created using the CAGIS System.  
The City of Cincinnati, Hamilton County or the  
Cincinnati Area Geographic Information System  
do not assume any legal responsibilities for the information  
contained in this map. Users noting errors or omissions  
are encouraged to contact the CAGIS.



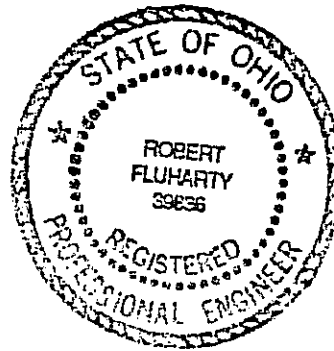
CAGIS  
138 E COURT ST, ROOM 1003  
CINCINNATI, OH 45202  
(513) 352-1656

## **CERTIFICATION OF TRAFFIC COUNT**

As required by the District 2 Integrating Committee, I hereby certify the the traffic counts herein attached to the **Lehman Road Landslide Correction** project application are a true and accurate count done by the City of Cincinnati's Traffic Operations Division.

A handwritten signature in black ink, appearing to read 'R. Fluharty', is written over a horizontal line.

Robert Fluharty, P.E.  
Principal Engineer



# City of Cincinnati



Department of Finance

Suite 250, City Hall  
801 Plum Street  
Cincinnati, Ohio 45202  
Phone (513) 352-3731  
Fax (513) 352-2370

Timothy H. Riordan  
*Director*

William E. Moller  
*Assistant Director*

September 15, 2000

Mr. Lawrence Bicking  
Director  
Ohio Public Works Commission  
65 East State Street, Suite 312  
Columbus, OH 43215

RE: Status of Funds for Local Share of 2001 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2001 SCIP/LTIP Projects (Round 15 Funding) have been recommended for funding in the City's 2001 Capital Improvement Program:

**STREET REHABILITATION PROJECTS**

Gilbert Avenue/Montgomery Road – Elsinore Place to Brewster Avenue  
Glenway Avenue – West Eighth Street/State Avenue to Wing Street  
Liberty Street – Sycamore Street to Central Parkway

**STREET IMPROVEMENT PROJECTS**

Mehring Way and Freeman Avenue Intersection Improvement  
Gobel Avenue Improvement (Westwood Northern Boulevard to Bracken Woods Lane)  
Paddock Road Improvement (Phase 2 of Project Pre-approved in Round 14)  
Robertson/Millsbrae Avenues Safety Improvement  
Beekman Street "S" Curve Improvement  
Robison Road Improvement – Montgomery to Woodford Roads

**STREET RECONSTRUCTION PROJECT**

Mehring Way Reconstruction – Smith to Gest Streets

**LANDSLIDE CORRECTION PROJECT**

Lehman Road (Summit View Apartments to State Avenue)

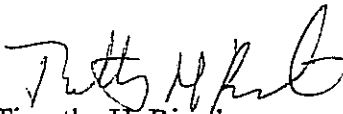
The matching funds for these projects are coming from Street Improvement Bonds.

September 15, 2000  
Mr. Lawrence Bicking  
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An additional project, the Paddock Road Improvement (Phase 2 of Project Pre-approved in Round 14) has matching funds committed from the Ohio Department of Transportation.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-3731.

Sincerely,

A handwritten signature in black ink, appearing to read 'Timothy H. Riordan', written in a cursive style.

Timothy H. Riordan  
Director of Finance

cc: Richard Mendes, Deputy City Manager; Pete Heile, Law; William Moller, OEB; John Deatrick, Transportation & Engineering; Prem Garg, Kim Conn, Keith Pettit, Joe Vogel, Dick Cline, Engineering

# ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The roadway is in poor condition due to movement caused by slope instability. The existing pavement narrows to as little as 16 feet, and suffers from a warped vertical alignment and cross-section. No record exists of any comprehensive improvement to this section of Lehman Road, which was platted in 1833.

**2) How important is the project to the safety of the Public and the citizens of the District and/or service area?**

Give a statement of the project's effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The warped vertical alignment and cross-section make it difficult for opposing traffic to pass safely, and the poor quality of the pavement negatively affects stopping distance on the steep downhill grade. The stop sign at the corner of Lehman Road and State Avenue has been struck by vehicles several times over the years.

**3) How important is the project to the health of the Public and the citizens of the District and/or service area?**

Give a statement of the projects effects on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Other than a double gutter inlet at the intersection of Lehman Road and State Avenue, two inlets near Radcliffe Drive, and a vane drain across the entire width of the Lehman Road pavement near Radcliffe Drive, there are no stormwater collection facilities within the project limits.

**4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?**

The Jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Liberty Street Rehab

Priority 2 Robison Road Improvement

Priority 3 Gobel Avenue Improvement

Priority 4 Lehman Road Landslide Correction and Roadway Improvements

Priority 5 Gilbert/Montgomery Rehab

**5) Will the completed project generate user fees or assessments?**

Will the local jurisdiction assess fees or project costs for the usage of facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.)?

No X Yes \_\_\_\_\_ If yes, what user fees and/or assessments will be utilized?

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**6) Economic Growth – How will the completed project enhance economic growth?**

Give a statement of the project's effect on the economic growth of the service area (be specific).

By constructing a well-drained, standard width pavement with vastly improved horizontal and vertical alignment, the city will have enabled access to undeveloped hillside areas along both sides of Lehman Road. These properties are zoned residential and manufacturing and hold a commanding view of the downtown skyline.

**7) Matching Funds - LOCAL**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

**8) Matching Funds – OTHER**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

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9) Will the project alleviate serious problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The warped vertical alignment and cross-section make it difficult for opposing traffic to pass safely, and the poor quality of the pavement negatively affects stopping distance on the steep downhill grade. The stop sign at the corner of Lehman Road and State Avenue has been struck by vehicles several times over the years.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS \_\_\_\_\_

Proposed LOS \_\_\_\_\_

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement for OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 3 months

a.) Are preliminary plans or engineering completed? Yes X No \_\_\_\_\_ N/A \_\_\_\_\_

b.) Are detailed construction plans completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

c.) Are all utility coordinations completed? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

d.) Are all right-of-way and easements acquired (if applicable)? Yes \_\_\_\_\_ No X N/A \_\_\_\_\_

If no, how many parcels needed for project? 4 Of these, how many are: Takes 3

Temporary 1

Permanent 0

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Two of the three part-takes have been obtained by donations. The third is owned by a dissolved partnership, and the lawyers need to establish who actually will own the affected property. The owner of the property upon which a temporary easement is required, like the owners of the third part-take, has indicated he will donate the necessary real estate, since the roadway improvement is so badly needed.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 months

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Lehman Road is a connector between Price Hill and the Millcreek Valley. It serves as the only entrance to the Cincinnati Bible College and the Summit View Apartments. This project will be Phase II of the Lehman Road project which was constructed with SCIP funds in 1994.

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A X

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdiction's C.E.O.

Traffic: ADT 2,331 X 1.20 = 2,797 Users

Water/Sewer: Homes \_\_\_\_\_ X 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City earnings tax

Facility Users Fee \_\_\_\_\_ Specify type \_\_\_\_\_

Dedicated Tax \_\_\_\_\_ Specify type \_\_\_\_\_

Other Fee, Levy or Tax \_\_\_\_\_ Specify type \_\_\_\_\_

**SCIP/LTIP PROGRAM  
ROUND 15 - PROGRAM YEAR 2001  
PROJECT SELECTION CRITERIA  
JULY 1, 2001 TO JUNE 30, 2002**

NAME OF APPLICANT: Kevin Sigward / City of Cmn  
NAME OF PROJECT: Lehman Rd Landslide  
RATING TEAM: 4

**NOTE:** See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed

Appeal Score

23 - Critical

☒ 20 - Very Poor

worse than last year

17 - Poor

15 - Moderately Poor

10 - Moderately Fair

5 - Fair Condition

0 - Good or Better

\_\_\_\_\_

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

☒ 15 - Moderate importance

10 - Minimal importance

0 - No measurable impact

\_\_\_\_\_

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance

Appeal Score

20 - Considerably significant importance

15 - Moderate importance

10 - Minimal importance

☒ 0 - No measurable impact

\_\_\_\_\_

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project

Appeal Score

20 - Second priority project

15 - Third priority project

☒ 10 - Fourth priority project

5 - Fifth priority project or lower

\_\_\_\_\_

5) Will the completed project generate user fees or assessments?

☒ 10 - No

Appeal Score

0 - Yes

\_\_\_\_\_

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

\_\_\_\_\_

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

\_\_\_\_\_

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13

3 – Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13

0 – Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

Appeal Score

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

\_\_\_\_\_

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

☒ 6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

☒ 0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

☒ 2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

☒ 5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

# **ADDENDUM TO THE RATING SYSTEM**

## **General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

## **Criterion 1 - Condition**

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

### **Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

**Critical Condition** - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

## **Criterion 2 – Safety**

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 3 – Health**

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

## **Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

## Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

## Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

### Definitions:

**Directly secure significant new employment:** The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

**Directly secure new employment:** The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

**Secure new employment:** The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

**Permit more development:** The project is designed to permit additional business development. The applicant must supply details.

**The project will not impact development:** The project will have no impact on business development.

**Note:** Each project is looked at on an individual basis to determine if any aspects of this category apply.

## Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

## Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

## Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

### Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

### Definitions:

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

## Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

## **Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

### **Definitions:**

**Major Impact** - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

**Moderate Impact** - Roads: principal thoroughfares, Federal Aid Urban routes

**Minimal / No Impact** - Roads: cul-de-sacs, subdivision streets

## **Criterion 12 – Economic Health**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

## **Criterion 13 - Ban**

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

## **Criterion 14 - Users**

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

## **Criterion 15 – Fees, Levies, Etc.**

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

# LEHMAN ROAD LANDSLIDE CORRECTION SEPTEMBER, 2000



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